Paul Butler Associates
Planning, Development & Heritage Consultants

**HD Rental Properties Ltd**

47 Sedgeborough Road, Manchester, M16 7EU

# Planning Statement

December 2025

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# 1. Introduction

1.1 This Planning Statement has been prepared by Paul Butler Associates on behalf of HD Rental Properties Ltd. The statement has been provided in support of a full planning application for a residential development at 47 Sedgeborough Road, Manchester, M16 7EU.

1.2 The proposed development is for 'Erection of two storey building comprising 2 x 2 bed apartments (use class C3) with associated car parking, cycle storage and waste storage, and reconfiguration of HMO and associated minor external alterations'.

1.3 To provide a clear understanding of the application proposal this statement includes:

- A description of the application site and surrounding area;
- A review of relevant planning history;
- A description of the proposed scheme;
- A review of national and local planning policies of relevance to the scheme;
- An appraisal of the scheme against relevant planning policies and an assessment of the scheme in relation to its immediate and surrounding context; and,
- A conclusion.

1.4 The statement should be read in conjunction with the completed application forms, the architectural drawings prepared by Create It Studios, and the following reports:

- Flood Risk Assessment prepared by Urban Water.
- Waste Management Strategy Pro-forma.

# 2. The Application Site and Surrounding Area

### The Application Site

2.1 The subject site is located at 47 Sedgeborough Road, Manchester, M16 7EU. The site is broadly rectangular in shape and approximately 780 sqm in size (see Figure 1 below).




Figure 1: Aerial view of the subject site outlined in red.

2.2 The site is located on the south east side of the junction of Sedgeborough Road and Walford Street. It comprises 47 Sedgeborough Road which is a two storey building which comprises a 14 bedroom HMO. Part of the ground floor is vacant offices and is the subject of a planning application for its conversion, together with an extension, to provide 3no. 1 bed apartments. It is understood that this application is anticipated to be approved by Manchester City Council shortly. The site also includes hardstanding which is broadly L-shaped and passes to the side and rear of 47 Sedgeborough Road.

2.3 This land comprises mainly tarmac / concrete hardstanding. The site frontage to Sedgeborough Road has a dwarf brick wall with mesh security fencing atop. There is a double vehicular access gate with a dropped kerb from the highway. The site frontage to Walford Street is blocked with metal security fencing. The site provides surface car parking. The south east corner of the site is used for informal bin storage associated with the HMO. There are 2 - 3 additional car parking spaces situated to the north of the building within a forecourt area adjacent to Walford Street (which is within the applicant's ownership).

2.4 To the south and east of the site are two storey residential houses with gardens. The adjoining boundary treatments include c.1.8m high brick walls, and c.1.8m high brick walls with railings.

2.5 There are no trees on the site, or areas of planting / soft landscape.



Figure 2: View of the site from Walford Street.



Figure 3: View of the site from Sedgeborough Road.



Figure 4: View of existing property from Sedgeborough Road.



Figure 5: View of existing property from Walford Street.

**The Surrounding Area**

2.6 The surrounding area has a residential character, which is mainly traditional two storey housing and flats. On the opposite side of Sedgeborough Road is Whalley Range Methodist Church, which is a single storey building dating from the mid-20th Century, and its associated parking / hardstanding.

2.7 There are no car parking restrictions on the immediately adjacent roads, and it is understood that on-street car parking is typically available.

2.8 The site is located within an established residential area and benefits from existing amenities, and public transport links via bus. There are nearby bus services on Alexandra Road with routes to Manchester City Centre and Chorlton.

2.9 There are no site-specific planning policy designations which apply to the site. The site is located within an 'Inner Area'. The boundary of the Whalley Range Conservation Area is located to the west of the site (see figure 6). There are no listed buildings on the site or in the immediate vicinity.

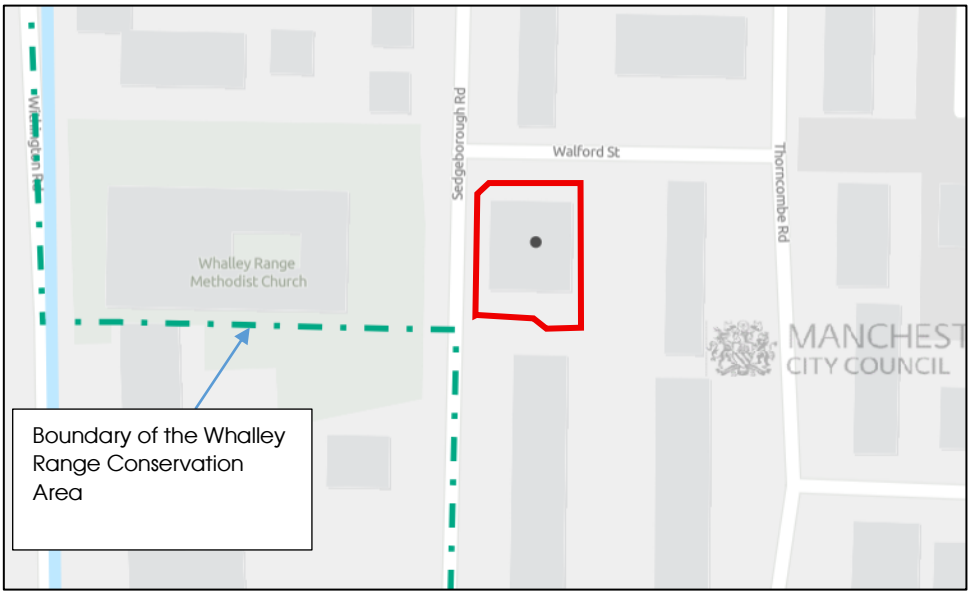



Figure 6: Extract of Manchester City Council's Proposal Map showing the site and the nearby Whalley Range Conservation Area.

2.10 It is noted that part of the site is located within Flood Zone 2 and is at an elevated risk of surface flooding (see figure 7).

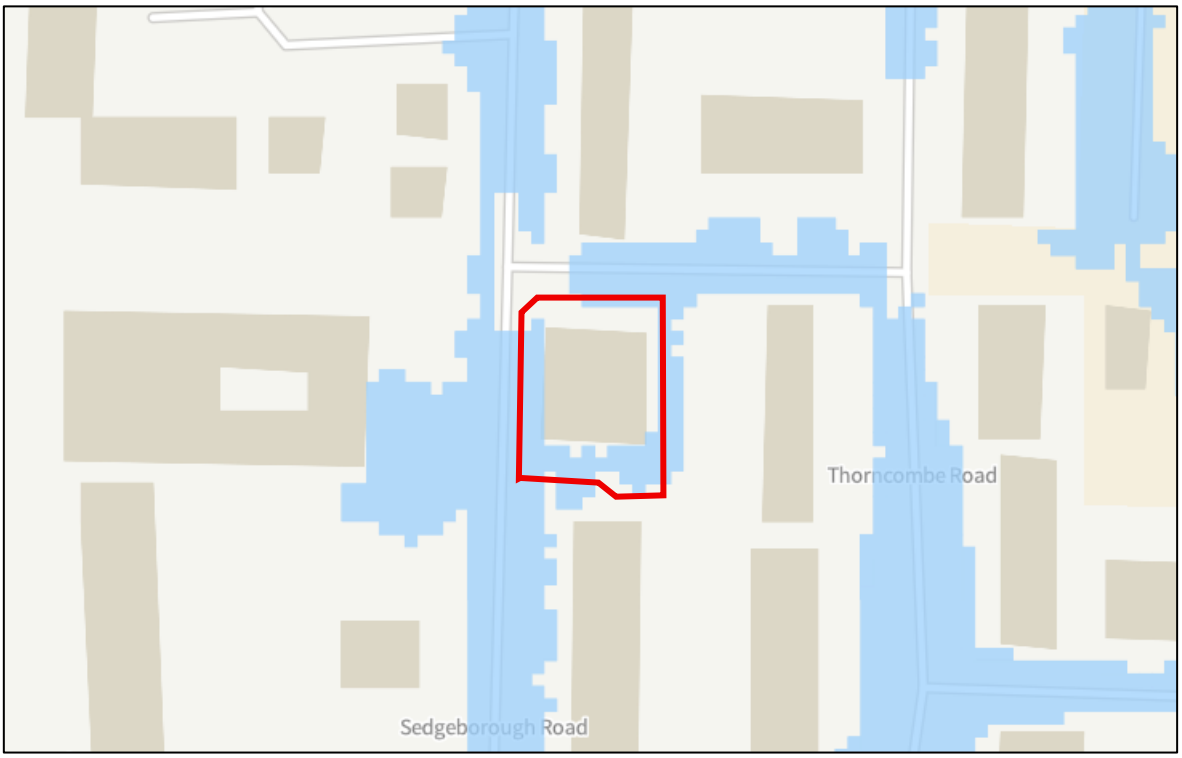



Figure 7: Extract of Flood Risk Map. Site outlined red with part of the site in Flood Zone 2 (light blue shading).

2.11 The site is not located within an Air Quality Management Area.

# 3. Planning History

3.1 A planning history search of Manchester City Council's online planning map was undertaken in December 2025. The applications identified for the building are presented in the table below:

| Reference No. | Address (as per MCC's website) | Proposal | Decision and Date |
|---|---|---|---|
| 142836/FO/2025 | Ground Floor Office, 47 Sedgeborough Road, Manchester, M16 7EU | Erection of a single storey rear extension in association with the conversion of the ground floor from office use to form 3 no. 1 bedroom 1 person apartments (class C3 use) | Approved 12 Dec 2025 |
| 143053/LE/2025 | 47 Sedgeborough Road Manchester M16 7EU | Use of part ground, first floor and second floor as a 14 bedroom house in multiple occupation (Sui Generis) | Approved 06 Aug 2025 |
| 141328/FO/2024 | 47 Sedgeborough Road Manchester M16 7EU | Change of use of part of vacant building to form to 3 flats (Class C3) and associated elevational alterations to form entrance doorways, external canopies and modified windows. | Withdrawn 9 January 2025 |

| | | | |
|---|---|---|---|
| 141018/LE/2024 | 47 Sedgeborough Road Manchester M16 7EU | Use of property as a house in multiple occupation for 14 persons (sui generis). | Refused 08 Nov 2024 |
| 131948/FO/2021 | 47 Sedgeborough Road Manchester M16 7EU | Proposed single storey side / rear extension to rear to provide waiting room with disabled access, store and communal lounge | Withdrawn 9 December 2021 |
| 104183/FU/2013/S1 | 47 Sedgeborough Road Moss Side Manchester M16 7EU | Change of use of part of basement to form a private car hire base (Sui Generis) | Refused 07 Mar 2014 |
| 084100/FO/2007/S1 | Great Western Public House Sedgeborough Road Whalley Range Manchester | Erection of a terrace of 5 No. x 3 storey town houses with associated car parking following demolition of existing public house | Approved 01 Oct 2007 |

3.2 In relation to the planning history the following is highlighted:

- In relation to planning permission 142836/FO/2025 it is noted that the approved extension would be situated to the east of the building, and adjacent to this an area of 'amenity space' would be provided. The development approved by application 142836/FO/2025 is illustrated on the proposed drawings for context.
- In relation to application 143053/LE/2025 it is highlighted that the application explicitly notes that car parking is not used by the HMO, with the application location plan explicitly excluding the hardstanding areas.

3.3 Further refence to the planning history is made within the appraisal section of this Statement where relevant.

# 4. The Proposed Scheme

4.1 The proposed development is for 'Erection of two storey building comprising 2 x 2 bed apartments (use class C3) with associated car parking, cycle storage and waste storage, and reconfiguration of HMO and associated minor external alterations'.

4.2 The new building will adjoin 47 Sedgeborough Road to the south gable. It will comprise a 2 bed apartment on each of the ground and first floors. The apartments will measure 61sqm and therefore comply with Nationally Described Space Standards. The apartments will have independent access from the Sedgeborough Road elevation. The new building will respect the existing appearance of 47 Sedgeborough Road with matching ridge and eaves height. The detailed design will also reflect the appearance of the existing building in terms of the fenestration. The elevations will comprise brick and it will have a pitched tiled roof. The ground floor level will align with 47 Sedgeborough Road, giving it a slightly elevated position. Steps and a platform lift will provide access to the building entrance.

4.3 The position of the building will allow vehicular access to the rear of the building to be provided. This will provide access to two car parking spaces (1 for each apartment), a shared external amenity space, and dedicated bin and cycle storage (the cycle storage will comprise 1 space for each apartment).

4.4 47 Sedgeborough Road will be adapted to facilitate the construction of the apartment building. There are two existing windows which serve HMO bedrooms on the south gable of the building. Internal reconfiguration will take place with the windows to these bedrooms being located to the front and rear elevations of the building. The entrance to the HMO will also be repositioned, and the entrance ramp / steps will be adapted so that level access can be provided into the HMO and the new apartments. A bin store for the HMO will be provided at the rear of the building.

# 5. Planning Policy Context

5.1 Planning policy guidance of relevance to the proposed scheme, and which provides the context for its assessment, is set out within the following:

- The National Planning Policy Framework (NPPF); and,
- The Development Plan for Manchester.

## National Planning Policy Framework

5.2 The latest revised National Planning Policy Framework (NPPF) was published in December 2024 and sets out the government's planning policies and how these are expected to be applied.

5.3 Development proposals that accord with an up-to-date Development Plan should be approved without delay. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, permission should be granted unless:

- The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the proposed development; or
- Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

5.4 Paragraph 8 confirms that there are three dimensions to sustainable development; economic, social and environmental. To achieve sustainable development, economic, social and environmental gains should be pursued in mutually supportive ways through the planning system.

Delivering Sustainable Development

5.5 The NPPF explains that the purpose of the planning system is to contribute to the achievement of sustainable development. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area. These sustainable objectives should be delivered through the preparation and implementation of plans and the application of the policies in the framework. The NPPF is split into 17 chapters, the chapters of relevance to this development are discussed below.

5.6 Delivering a sufficient supply of homes (Chapter 5) – paragraph 61 explains that in order to support the government's commitment to significantly boosting the supply of homes, it is important that a sufficient amount and variety of land comes forward for development where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. The overall aim should be to meet as much of an area's identified housing need as possible, including an appropriate mix of housing types for the local community.

5.7 The NPPF is clear at paragraph 11 that housing applications should be considered in the context of the presumption in favour of sustainable development and that relevant policies for the supply of housing should not be considered up to date if the local planning authority cannot demonstrate a five year supply of deliverable housing sites or the Housing Delivery Test indicates that the delivery of housing was substantially below the housing requirement over the previous three years.

5.8 Paragraph 73 highlights that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, are essential for Small and Medium Enterprise housebuilders to deliver new homes, and are often built-out relatively quickly. Paragraph d) emphasises the importance of windfall sites and states that local authorities should support their development through giving great weight to the benefits of using suitable sites within existing settlements for homes.

5.9 Building a strong and competitive economy (Chapter 6) – advises that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. It also seeks to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment.

5.10 Promoting healthy communities (Chapter 8) - the planning system should aim to achieve healthy, inclusive and safe communities. Planning decisions should aim to achieve places which promote, amongst other things, safe and accessible developments, where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.

5.11 Promoting sustainable transport (Chapter 9) - to protect and exploit opportunities for the use of sustainable transport modes, development should be located and designed to give priority to pedestrian and cycle movements and have access to high quality public transport facilities.

5.12 Paragraph 116 advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios

5.13 Making effective use of land (Chapter 11) – the NPPF recognises the need for the planning system to promote an effective use of land in meeting the need for homes and other uses. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land. Paragraph 125 (c) explains that the planning system should specifically give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, proposals for which should be approved unless substantial harm would be caused. Part (d) seeks to promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply

is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure)'.

5.14 The chapter goes on to discuss how appropriate densities can be achieved. Paragraph 129 sets out that the planning system should support development that makes efficient use of land, taking into account the following:

a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;

b) local market conditions and viability;

c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;

d) the desirability of maintaining an area's prevailing character and setting or of promoting regeneration and change; and

e) the importance of securing well-designed, attractive and healthy places.

5.15 Achieving well-designed places (Chapter 12) - this chapter sets out at paragraph 135 that planning policies and decisions should aim to ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

5.16 Meeting the challenge of climate change, flooding and coastal change (Chapter 14) - this chapter emphasises the importance of securing reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change; and, in terms of flooding, development should be made safe without increasing flood risk elsewhere.

5.17 Conserving and enhancing the natural environment (Chapter 15) - the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, recognising the wider benefits of ecosystem services and minimising impacts of biodiversity and providing net gains in biodiversity where possible.

5.18 Decision making – guidance in paragraph 39 states that Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission

in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

## The Development Plan for Manchester

5.19 The Development Plan for Manchester comprises the following documents:

- The Core Strategy Development Plan Document (July 2012);
- Saved policies of the Unitary Development Plan for Manchester (July 1995); and,
- Places for Everyone.

### The Core Strategy Development Plan Document (July 2012)

5.20 The Core Strategy, adopted in July 2012, is the key Development Plan Document against which proposals should be judged. Core Strategy objectives and policies of particular relevance to the proposed scheme include:

- Spatial Objective SO1 'Spatial Principles' states that the sustainable development of the City can contribute to halting climate change.

- Spatial Objective SO2 'Economy and City Centre' supports a significant further improvement of the City's economic performance and to spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.

- Spatial Objective SO3 'Housing' seeks the provision of a significant increase in high quality housing provision at sustainable locations to address demographic needs and support economic growth.

- Spatial Objective SO5 'Transport' seeks to improve the physical connectivity of the City, through sustainable and accessible transport networks.

- Spatial Objective SO6 'Environment' seeks to protect and enhance the natural and built environment of the city, ensure the sustainable use of natural resources, and secure a high standard of design in all development proposals.

- Policy SP 1 'Spatial Principles' states that a key spatial principal which will guide the strategic development of Manchester will be the emphasis on the creation of neighbourhoods of choice. Development should enhance or create character; make a positive contribution to the health, safety and wellbeing of residents; consider the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income; protect and enhance the built and natural environment; minimise emissions; ensure the efficient use of natural resources and reuse previously developed land wherever possible; and improve access to jobs and services by being located to reduce the need to travel and provide good access to sustainable transport provision.

- Policy H 1 'Overall Housing Provision' sets out that approximately 60,000 new dwellings will be provided for in Manchester over the period 2009 to 2027. New residential will need to take account of the need to: provide house types to meet a diverse and growing population; support growth on previously developed sites in sustainable locations; contribute to the Council's design principles in terms of character, amenity space and parking provision; address deficiencies in physical, social or green infrastructure; prioritise sites in close proximity to centres of high frequency public transport routes; consider environmental constraints; and be designed to give privacy to both its residents and neighbours.

- Policy H 5 'Central Manchester' states that over the lifetime of the Core Strategy, Central Manchester, will accommodate around 14% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the Regional Centre (Hulme and the Higher Education Precinct) as well as within Hulme, Longsight and Rusholme district centres as part of mixed-use schemes.

- Policy T 2 'Accessible areas of opportunity and need' states that new development will be actively managed to ensure that new development is easily accessible to the City's main economic drivers and is easily accessible by walking, cycling and public transport.

- Policy EN 1 'Design Principles and Strategic Character Areas' advises that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located.

- Policy EN 3 'Heritage' states that new developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including conservation areas. Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

- Policy EN 4 'Reducing CO2 Emissions by Enabling Low and Zero Carbon Development' states that all development must follow the principle of the energy hierarchy.

- Policy EN 8 'Adaption to Climate Change' states that new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of buildings and associated external spaces. Regard should be had to: minimisation of flood risk by appropriate siting, drainage and treatment of surface areas to ensure rain water permeability; reduction of urban heat island effect through the use of green infrastructure, green roofs and tree cover; controlling over-heating of buildings through passive design; providing linked and diverse green space to enhance natural habitats which will assist species adaptation.

- Policy EN 9 'Green Infrastructure' states that new development will be expected to maintain, and where opportunities arise, enhance green infrastructure.

- Policy EN 14 'Flood Risk' states that all new development should minimise surface water run-off through sustainable drainage systems and use of Green Infrastructure.

- Policy EN 15 'Biodiversity and Geological Conservation' states that developers will be expected to enhance, restore or create new biodiversity, either on site or adjacent.

- Policy EN 19 'Waste' states that developers will be required to submit a waste management plan to demonstrate how the waste management needs of the end user will be met.

- Policy DM 1 'Development Management' sets out various issues that development should have regard to, including: appropriate siting, layout, scale, form, massing, materials and detail; impact on the surrounding areas; effects on amenity; accessibility; community safety and crime prevention; adequacy of internal accommodation; refuse storage and collection; and effects relating to archaeological or built heritage.

**Saved Policies of the Unitary Development Plan for Manchester (July 1995)**

5.21 The Unitary Development Plan (UDP) was superseded by the Core Strategy in 2012. However, a number of UDP polices have been 'saved'. Extant polices contained within the UDP which are relevant to the proposed scheme include:

- DC7.1 The Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. All new developments containing family homes will be expected to be designed so as to be safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.

- DC22.1 'Footpath Protection' advises that in considering development proposals, the Council will have regard to the effect on existing pedestrian routes and will not normally allow development which would result in unacceptable inconvenience to local pedestrian movement.

- DC18 'Conservation Areas' advises that the Council will give particularly careful consideration to development proposals within conservation areas. Development

proposals adjacent to conservation areas will be granted only where it can be shown that they will not harm the appearance or character of the area. This will include the protection of views into and out of conservation areas.

- DC26.1 'Development and Noise' states that the Council will consider the implications of new development proposals which are likely to be generators of noise, and the effect of new development being exposed to existing noise sources which are effectively outside planning control.

**Places for Everyone Joint Development Plan Document**

5.22 The nine combined authorities of Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan have prepared a Strategic Plan covering the nine areas. The PfE Plan took effect and became part of the statutory development plan for each of the nine PfE authorities on March 21, 2024. The following policies are of relevance to the application proposal:

- Policy JP-Strat14: A Sustainable and Integrated Transport Network. Through an ambitious programme of investment, the transport network will be improved so that half of all daily trips can be made by public transport, cycling and walking, especially those shorter journeys around neighbourhoods. The policy specifically states that higher densities will typically be appropriate in locations with good access to rapid transit connections. New development will have a significant role in delivering our future sustainable and integrated transport network in order to reduce car dependency and increase levels of walking, cycling and public transport.

- Policy JP-S1: Sustainable Development. In order to address climate change, the PfE plan has an ambition to be carbon neutral by 2028. To meet this target new development will have a critical role to play and all new homes and commercial/industrial buildings will need to achieve net zero carbon by 2028.

- Policy JP-S2: Carbon and Energy. In order to deliver carbon neutrality by 2038, the policy supports a range of measures to reduce greenhouse gas emissions.

- Policy JP-S3: Heat and Energy Networks. The provision of decentralised energy infrastructure is critical to the delivery of our objectives for low carbon growth, carbon reductions and an increase in local energy generation.

- Policy JP-S4: Flood Risk and the Water Environment. States that an integrated catchment-based approach will be taken to protect the quantity and quality of water bodies with reference to the North West River Basin Management Plan and managing flood risk.

- Policy JP-S5: Clean Air. States that a comprehensive range of measures will be taken to support improvements in air quality, focusing particularly on locations where people live, where children learn and play, where there are impacts on the green infrastructure network and where air quality targets are not being met.

- Policy JP-S6: Resource Efficiency. States that the achievement of a circular economy and a zero-waste economy will play a key role in meeting Greater Manchester's ambition of becoming a leading green city region by 2038.

- Policy JP-J1 Supporting Long-term Economic Growth. Supports a thriving, inclusive and productive economy in all boroughs.

- Policy JP-H1: Scale, Distribution and Phasing of New Housing Development. The policy sets out a requirement for 175,185 net additional dwellings to be delivered over the plan period. The new homes are to be of a good quality and design, adaptable, supported by the necessary infrastructure and amenities, and their distribution will support the PfE strategy of reducing the need to travel.

- Policy JP-H3: Type, Size and Design of New Housing. Development should promote a range of dwelling types and sizes to meet local needs and deliver more inclusive neighbourhoods.

- Policy JP-H4: Density of New Housing. The policy sets out that new housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high quality design.

- Policy JP-P1: Sustainable Places. The policy sets 17 key attributes that all development should be consistent with. In respect of distinctiveness, development should have a clear identity that: A. Responds to conserving and enhancing the natural environment, landscape features, historic environment and local history and culture; B. Enables a clear understanding of how the place has developed; and C. Respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used.

- Policy JP-C1: An Integrated Network. This policy aims to deliver an accessible, low carbon Greater Manchester with worldclass connectivity.

- Policy JP-C3: Public Transport. This policy aims to deliver major improvements to public transport.

- Policy JP-C5: Streets for All Streets. This policy advises that streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport.

- Policy JP-C6: Walking and Cycling. This policy seeks to deliver a high proportion of journeys made by walking and cycling.

- Policy JP-C8: Transport Requirements of New Development. This policy requires new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency and help deliver high quality, attractive, liveable and sustainable environments.

- Policy JP-P1 Sustainable Places. States the aim is to become one of the most liveable city regions in the world, consisting of a series of beautiful, healthy and varied places.

- Policy JP-P2 Heritage. States that the Council will act to proactively manage and work with partners to positively conserve, sustain and enhance the historic environment and heritage assets and their settings.

## Other Relevant Policy

5.23 Manchester City Council have also adopted a number of supplementary planning documents and other guidance which although not forming part of the Development Plan are material considerations in the determination of the planning application. These documents are noted below:

**The Guide to Development in Manchester Supplementary Planning Document and Guidance (2007)**

5.24 This document aims to support and enhance the on-going development of the City by providing a set of reasoned principles which will guide developers, designers and residents to the sort of development that would be acceptable.

**Providing for Housing Choice Supplementary Planning Document and Planning Guidance (2008)**

5.25 This document provides planning guidance on the mix of new housing provision required in Manchester to meet the requirements of the City's planning policies and government guidance about planning policies for housing provision. The document confirms that the trigger for affordable housing being sought is developments of 15 or more dwellings or on sites of 0.3 hectares or more.

**Manchester Residential Quality Guidance (2016)**

5.26 The Manchester Residential Quality Guidance was published in 2016 and seeks to outline the considerations, qualities and opportunities that will help to deliver high quality residential

development across Manchester. The document is a material consideration in the determination of planning applications.

**Design for Access 2 (2003)**

5.27 This is the Council's best practice guidance on inclusive design standards. It sets out the City's aspirations for inclusive development and is intended for use by architects, planners, engineers, landscape architects and other designers. The document acknowledges that when dealing with the constraints imposed by existing buildings it may not always be possible to meet the access standards set out within the document.

5.28 For the reasons given in section 6 below it is considered that the proposal is consistent with the above planning policy guidance.

# 6. Planning Appraisal

6.1 Having regard to the relevant planning policy guidance in the previous section, the key material considerations against which the proposed scheme should be considered, and which are discussed in this section, include:

- Principle of Development;
- Housing Mix;
- Heritage and Design Considerations;
- Potential Impact on Amenity;
- Sustainable Development: Economic, Social and Environmental Benefits;
- Highways, Accessibility, Parking and Servicing;
- Crime and Security Matters;
- Ecology;
- Flood Risk;
- Disabled Access; and
- Planning Obligations.

## Principle of Development

6.2 The provision of housing on the site will support the Council in meeting their target of providing 60,000 new dwellings between March 2009 and March 2027, confirmed by Core Strategy Policy H 1 as well as the housing target set out by PfE policy JP—H1. Core Strategy Policy H 5 notes that Central Manchester is intended to accommodate 14% of the housing demand in Manchester. The provision of housing on this sustainably located brownfield site will also help to reduce pressure to develop on less sustainable greenfield and Green Belt land.

6.3 Paragraph 73 of the NPPF highlights that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, are essential for Small and Medium Enterprise housebuilders to deliver new homes, and are often built-out relatively quickly. Paragraph d) emphasises the importance of windfall sites and states that local

authorities should support their development through giving great weight to the benefits of using suitable sites within existing settlements for homes. The proposal involves the development of a small sized, windfall site to contribute to meeting housing needs and is therefore consistent with Paragraph 73.

6.4 Paragraph 125 (c) of the NPPF explains that the planning system should specifically give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, proposals for which should be approved unless substantial harm would be caused. Part (d) seeks to promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure)'. The proposal is consistent with these provisions as it involves efficient use of brownfield land and the development of a hardstanding car park.

6.5 The site is in an established residential area which has a good level of accessibility to local amenities to meet the day-to-day needs of residents. There is also good accessibility via public transport, with nearby regular bus services to a number of destinations including Manchester City Centre and Chorlton. These factors all make the site highly suitable for residential use.

6.6 It is highlighted that planning permission 084100/FO/2007/S1 was granted in October 2007 for 'Erection of a terrace of 5 No. x 3 storey town houses with associated car parking following demolition of existing public house'. Although this was assessed under a different planning policy context it is noted that planning permission of redevelopment of the site for housing was approved. The approved drawing shows that a new dwelling would have been constructed in the location of the proposed apartments, and that this would sit closer to the shared boundary with 49 Sedgeborough Road than is proposed as part of the current application.

6.7 To facilitate the development, the application includes minor alterations to the existing 14 bed HMO at 47 Sedgeborough Road. These changes are minor in scope and allow this existing use to be retained.

6.8 In summary, the principle of the proposed residential development complies with Core Strategy Policies H 1 and H 5.

6.9 The scheme will be associated with a series of positive planning and regeneration benefits including:

- Providing 2 x 2 bedroom apartments which will be attractive to a wide range of future occupiers including young professionals, couples and key workers.
- A scheme of high quality design which responds to the existing context, and will not be associated with any adverse amenity impacts for neighbouring residents, whilst providing a high level of amenity for future residents of the scheme.
- A scheme which will minimise opportunities to commit crime and reduce the fear of crime by providing passive surveillance to surrounding streets and increasing footfall in the vicinity of the site. The development will also incorporate appropriate security fixtures and fittings to minimise the likelihood of crime, including lighting to the rear yard area to improve safety.
- The provision of a development with high sustainability credentials that will deliver a range of economic, social and environmental benefits.
- The development of brownfield land which will help reduce the pressure to build on green space and Green Belt land. The site is in close proximity to numerous bus services, enabling future residents to travel sustainably, minimising use of the car.

6.10 The above points are considered in more detail within the remainder of this section and demonstrate that the scheme wholly accords with national and local planning policy guidance.

6.11 It is important to highlight that the proposed scheme is also deliverable on the site for the following reasons:

- **It is Available** – The applicant owns the site / property and is in a position to deliver the scheme once planning permission is secured.

- **It is Suitable** – The suitability of the construction of a residential apartment building is confirmed throughout this report, by reason of its sustainable / accessible location within an established residential area, and proximity to a wide array of amenities and services.
- **It is Achievable** – There are no policy restrictions or development constraints that would impact on the scheme's deliverability. Should planning permission be granted, the applicant is keen to commence works on site immediately.
- **It is Viable** – The scheme is viable and deliverable in the short-term.

## Housing Mix

6.12 The application comprises the provision of 2 x 2-bed apartments. These are anticipated to be attractive to a range of future occupiers including young professionals, couples and key workers.

6.13 PfE Policy JP-H3 'Type, Size and Design of New Housing' seeks to ensure that developments support a mix of dwelling types and sizes to meet local needs. Similar provisions are reflected in the Core Strategy, although it is noted that there are no specific targets in terms of the type / sizes of dwellings that are delivered. It is however noted that Manchester's Validation Checklist (adopted September 2018) states:

> *'Apartment Mix - The Council at present would only look to 33% of any residential development to be one- bedroom units, with the rest being two bedrooms or larger units, in order to achieve a more sustainable and stable population within the City Centre.*
>
> *You are therefore required to justify the apartment mix if your proposal includes a greater % of one bed apartments.'*

6.14 The above text from the Validation Checklist confirms that the above housing mix only relates to the City Centre and therefore does not include the Moss Side area. Notwithstanding this it is considered that the provision of 2 bed apartments is appropriate

within this context and represents an efficient use of the site whilst contributing to the wider mix of housing sizes in the locality, which largely comprises family housing.

## Heritage and Design Considerations

6.15 The existing building is not nationally or locally listed, nor is the site located within a conservation area. The boundary of the Whalley Range Conservation Area is in close proximity, being located to the west and south on the opposite side of Sedgeborough Road. The development therefore has potential to impact on the setting of the Whalley Range Conservation Area, which is a designated heritage asset.

6.16 The Whalley Range Conservation Area is situated approximately two miles south of Manchester City Centre. Much of the area, which is predominantly residential, is contained within 63 acres of flat land purchased for building in 1832 by a prominent banker, Samuel Brooks, for a sum of £9,600. He surrounded it with a high wall and his own private guards and toll gates to 'keep the city at bay'. Arguably it was the world's first suburb[1] as there was a break between the city centre work place and the homes of the businessmen. Whalley Range was created as a 'desirable estate for gentlemen and their families' and tree lined streets with large houses are still present today. Building plots were often sold with certain conditions to ensure development was appropriate to Samuel Brooks' vision.

6.17 Whalley Range was centred around Whalley House which was Samuel Brooks' house. It was named after the town from which he came in Lancashire. This house was demolished in the 1930s. The eastern side of the conservation area was built in the second half of the 19th century on land sold by Lord Egerton of Tatton Park.

6.18 The Conservation Area was designated in October 1991, with boundaries drawn to include some later housing, extending to Alexandra Road to the east and Upper Chorlton Road to the west. The site is located outside of, but close to the boundary of the Conservation Area as shown by figure 8 below.

[1] https://manchestermill.co.uk/the-secret-history-of-the-worlds/#:~:text=Samual%20Brooks%20was%20the%20first,world's%20first%20suburb%2C%20was%20born.

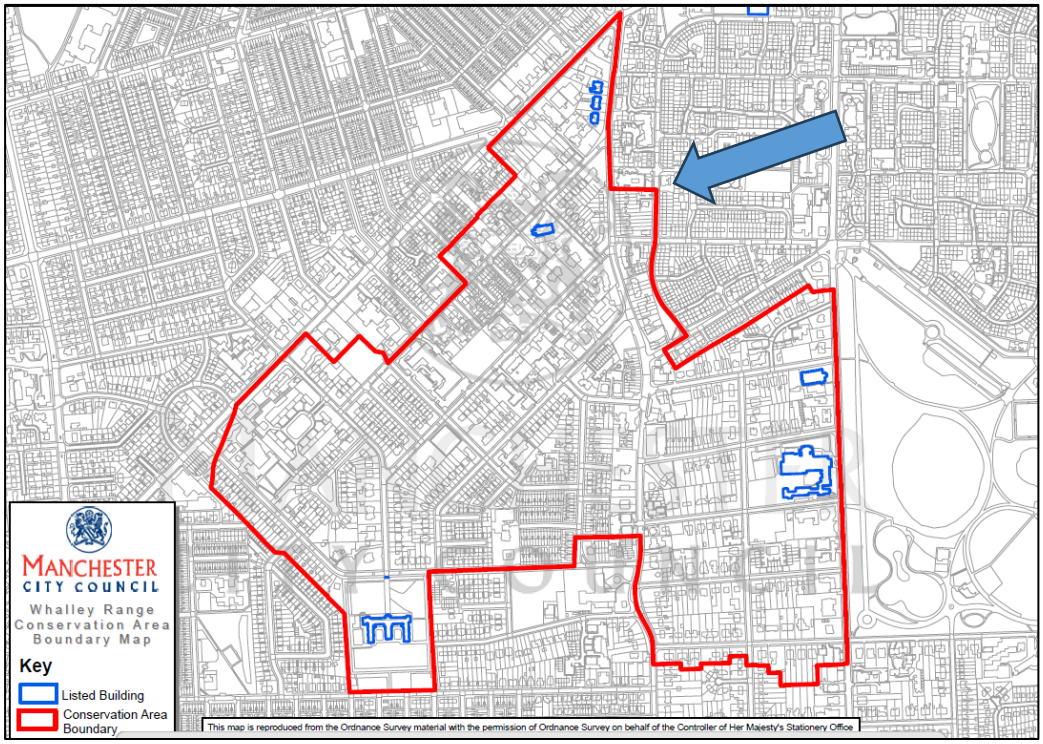



Figure 8: Map of the Whalley Range Conservation Area (outlined red). The application site is identified by the arrow.

6.19 Within the immediate vicinity of the site the Conservation Area comprises Victorian terrace properties located on Withington Road, the rear of these can be seen from Sedgeborough Road. Some of these properties have deep gardens which extend all the way to Sedgeborough Road, whilst some later infill development has also taken place. The character of Sedgeborough Road in the vicinity of the site has a different character from the Whalley Range Conservation Area and it is characterised by mid-late 20th Century housing, and views into and out of the Conservation Area are very limited.

Impact on the Whalley Range Conservation Area

6.20 The proposed scheme has been designed to respect the scale, height and massing of 47 Sedgeborough Road and the immediate surroundings. It will be in keeping with the streetscene and will not be a prominent addition. This approach, together with the limited visibility into and out of the Conservation Area means that there will be no material impact on the setting of the Conservation Area. The development is consistent with the existing character of the area which comprises two storey housing development. On this basis it is

considered that there is no harm caused to the setting and significance of the Whalley Range Conservation Area.

6.21 In relation to the detailed design of the apartment building, as discussed, this will respect the wider surroundings and is consistent with the scale, height, massing of neighbouring properties. The materials of brick and a pitched slate roof are also in keeping, whilst the fenestration and detailed design is appropriate and of a good quality.

6.22 In summary, the proposed works are considered to be of an appropriate high quality design which respect the local context, and they do not have an adverse impact on the Whalley Range Conservation Area. On this basis it is concluded that the proposal is consistent with provisions of the NPPF; Core Strategy Policies EN 1, EN 3, and DM 1 of the Core Strategy; Saved UDP Policy DC18.1; Places for Everyone policies JP-H3, JP-P1 and JP-P2; the Guide to Development in Manchester SPD; and, the Manchester Residential Quality Guidance document.

## Potential Impact on Amenity

6.23 With regards to the scheme's potential impact on residential amenity, two issues require consideration: whether the proposed scheme will maintain a satisfactory level of amenity for neighbouring uses; and, whether the design will ensure that future occupants of the scheme are able to enjoy a satisfactory level of amenity.

### Neighbouring Uses

6.24 The site is surrounded by residential properties. In addition to the existing HMO at 47 Sedgeborough Road, to the south of the site is 49 Sedgeborough Road (a semi-detached dwelling), and to the east of the site are terraced properties on Thorncombe Road.

6.25 In relation to the existing HMO at 47 Sedgeborough Road, as previously confirmed this will be altered with existing windows on the south gable being removed and internal reconfiguration taking place so that affected bedrooms will continue to have outlook / natural light. The new building will follow the front building line of 47 Sedgeborough Road.

To the rear the new building will have an outrigger element to the first floor level. This is positioned away from No. 47 and the 45% degree 'rule' is achieved from the nearby window of No.47 and the rear of the projecting element. This arrangement ensures that sufficient outlook / light will be retained to the HMO accommodation at No. 47, and amenity is protected.

6.26 In relation to 49 Sedgeborough Road it is noted that there is a window on the gable elevation which faces towards the site. It is understood that this serves a non-habitable room. The south elevation of the new building has been designed with obscured windows only to the gable elevation ensuring an appropriate relationship is achieved, The new building will follow the building line of No. 47 and therefore sit slightly forward of No. 49. This is appropriate in terms of the streetscene, whilst a separation distance of approximately 5.3m will be achieved. Additionally, the 45 degree 'rule' will be achieved from habitable room windows located on the front of No. 49. These characteristics will ensure that there will not be an adverse impact to the amenity of residents of 49 Sedgeborough Road in terms of privacy, and provision of sufficient natural light. The provision of 2 x 2 bed apartments will not have an adverse impact in relation to additional activity / comings and goings.

6.27 In relation the properties to the east of the site located on Thorncombe Road, it is noted that a separation distance of c.21m will be achieved between the habitable windows of the two storey properties. This is appropriate and reflects the existing relationship between No. 47 and those properties on the Thorncombe Road. This distance will ensure that appropriate levels of privacy are achieved to internal accommodation as well as garden areas, whilst impacts relating to a loss of light or overbearing impacts are also avoided.

6.28 For the above reasons it is concluded that through a considered design approach the scheme will ensure that the amenity of occupiers of neighbouring properties will be maintained.

**Proposed Dwellings**

6.29 Future residents of the proposed apartments will be provided with a good level of amenity in terms of outlook and privacy. The proposed scheme will be of a good standard of design in terms of living accommodation, sound proofing, natural lighting and ventilation. At 61sqm

the apartments have been designed to comply with nationally described space standards. A shared external amenity space will also be provided giving residents a space for sitting out, drying clothes etc.

6.30 For the reasons discussed above, the proposed scheme will ensure a sufficient level of amenity is achieved for future residents of the scheme whilst safeguarding the amenity of existing neighbouring residents. On this basis the scheme accords with policy DM 1; saved UDP policy DC26; Places for Everyone Policy JP-P1; the Guide to Development in Manchester SPD; and, the Manchester Residential Quality Design Guidance.

## Sustainable Development: Economic, Social and Environmental Benefits

6.31 The proposal will have high sustainability credentials as a result of the economic, social and environmental benefits that it will bring.

### Economic Benefits

6.32 The proposed development will bring a number of economic benefits during and post construction. The shortage of housing can act as a barrier to people accessing job opportunities, thus preventing the City from achieving its economic potential. The proposed residential accommodation will help meet the needs of local people and those moving to the City and thereby contributing to the economy. Government statements refer to the pressing need to ensure economic growth. It is accepted that house building is a driver of the local economy. Together with creating job opportunities during and after the construction phase, the proposed accommodation will contribute to Council tax revenue, whilst existing and future retailers/businesses nearby may benefit from increased footfall and spending in the local community.

### Social Benefits

6.33 The site is located within a largely residential area and has access to the amenities it has to offer, as well as being nearby to open space and recreation facilities, primary and

secondary schools and places of worship, which will provide for the needs of future occupants of the apartments. The proposed development will contribute to a mixed and sustainable community by contributing to the existing accommodation mix which is mainly traditional housing.

**Environmental Benefits**

6.34 The proposed scheme will have significant environmental benefits since it involves the development of brownfield land, enabling more efficient use of the property / site. The provision of apartments makes a positive contribution to meeting housing need thereby reducing development pressure on greenfield sites. The scheme will involve the installation of an energy efficient heating system and appliances to apartments, whilst glazing specifications ensure high level thermal efficiency for the building in line with current building regulations. The proposals do not have any implications for biodiversity and do not trigger the requirement for formal Biodiversity Net Gain.

6.35 On the basis of the sustainability benefits that the scheme will provide the application is in accordance with provisions of the NPPF; Core Strategy Objectives SO1 and SO6; Core Strategy Policies SP 1, EN 4, EN 8, EN 9, EN 15 and DM 1; PfE policies JP-S1 and JP-S6; the Guide to Development in Manchester SPD; and, the Manchester Residential Quality Design Guidance.

## Highways, Accessibility, Parking and Servicing

6.36 The site is located in a sustainable and accessible location with good access to the full range of shops, amenities and services. The site also benefits from good public transport links, including frequent bus services along Withington Road and Princess Road. These factors mean that future residents will not require access to a car. The development will provide two car parking spaces (1 for each apartment). This is considered appropriate taking account of the sustainable and accessible location of the site. The proposal will also incorporate secure cycle storage provision (1 space for each apartment) which will promote cycling as a sustainable mode of travel and reduce car usage.

6.37 It is highlighted that there is currently no car parking associated with the HMO at 47 Sedgeborough Road and this has been explicitly confirmed as part of approved lawful development certificate application 143053/LE/2025. An extract of the submitted drawing is provided below for reference.

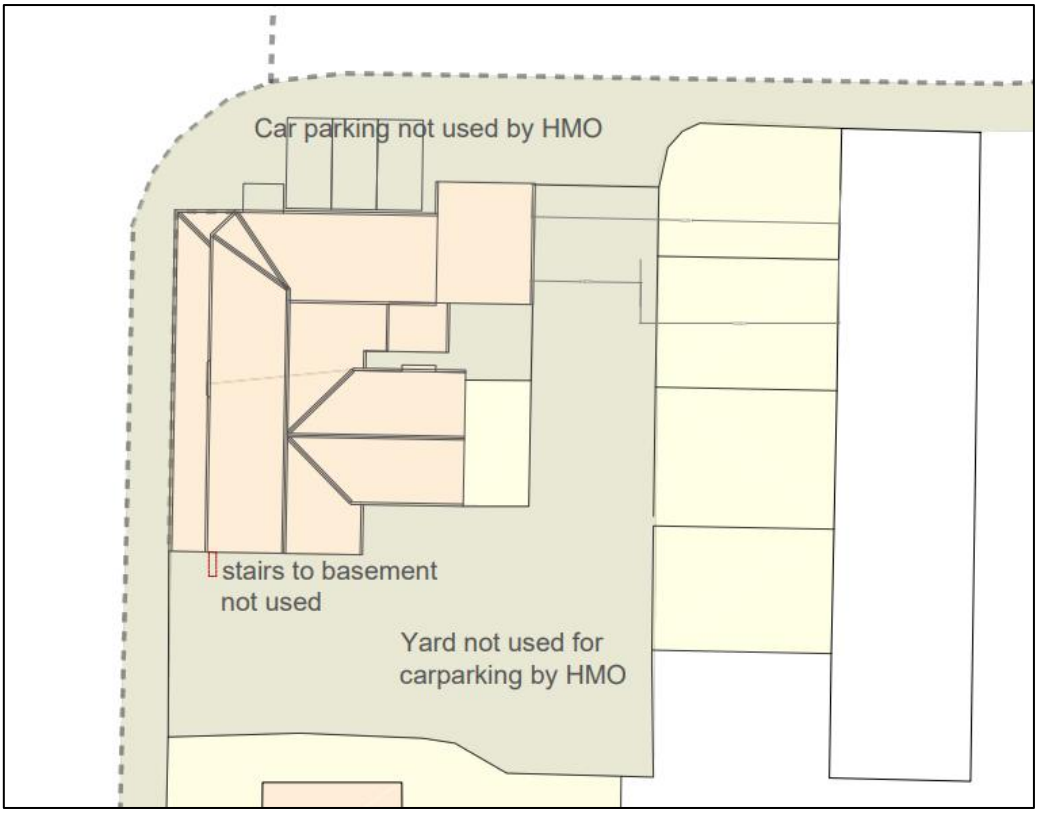



Figure 9: Extract of submitted drawing as part of Lawful Development Certificate approval 143053/LE/2025

6.38 In terms of assessing car parking provision and highways matters paragraph 116 of the NPPF is relevant and advises 'that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios'. This is a high policy test and it is not considered that the development would be associated with severe adverse highway impacts which would warrant a refusal.

6.39 It has been demonstrated that the scheme accords with the transport requirements of the NPPF and Core Strategy Policy T 2 and Spatial Objective SO5; and, PfE policies JP-Strat14, JP-S1, JP-C1, JP-C3, JP-C6 and JP-C8.

## Crime and Security Matters

6.40 The proposed development will include the provision of security rated doors and windows in addition to alarms, access controls, lighting and CCTV. These measures can be secured by the Council through a planning condition. The scheme will also provide improved natural surveillance to the rear of the site, improving security and safety. The scheme will deliver a range of security enhancements and on this basis the development is in accordance with Core Strategy Policy DM 1; PfE policy JP-P1; the Manchester Residential Quality Guidance; and, provisions of Sections 8 and 12 of the NPPF.

## Ecology

6.41 The application proposal is not associated with any ecology implications and does not trigger the requirements for Biodiversity Net Gain.

## Flood Risk

6.42 The application site includes land located in Flood Zone 1 (lowest risk) and Flood Zone 2. Accordingly, a Flood Risk Assessment has been submitted as part of the application. This report assesses whether the development will likely be affected by current or future flooding, whether the development will increase flood risk elsewhere, whether the flood risk can be satisfactorily managed, and whether measures to deal with risks are sustainable. The report assesses flooding risk for different potential sources. The report identifies the appropriate finished floor level to ensure there is not an unacceptable flood risk, and also advises on fixtures / fittings and other flood resilient measures which should be incorporated into the development. The report also identifies a potential evacuation route if necessary. Details of surface water management are also provided and it is confirmed that there will be no increase in the rate of surface water discharge from the site. Final details of the surface

water drainage scheme will be prepared at detailed design stage and can be submitted in response to an appropriate planning condition.

6.43 For the above reasons flood risk impacts are minimal and can be appropriately mitigated. On this basis the application therefore complies with section 14 of the NPPF; Core Strategy Policy EN 14; and, PfE policy JP-S4.

## Disabled Access

6.44 There is currently a ramped access to the main entrance of the HMO at 47 Sedgeborough Road due to the slightly elevated ground floor level of the building (it is noted that the ramp does not meet DDA requirements due to its steep gradient). The new building will have a similar ground floor level to No. 47. It is therefore necessary to adapt the access to ensure level access can be provided to both buildings. This will be achieved by having an elevated covered area which will have a platform lift to provide level access. Consideration was given to the installation of a ramped access however due to the shallow gradients required and the need to provide intermittent landing areas there is not sufficient space available to achieve this.

## Planning Obligations

6.45 Due to the small scale of the development no planning obligation requirements are triggered. Additionally, the proposed development does not give rise to any other planning impacts which require mitigation through specific planning obligations.

# 7. Conclusion

7.1 The proposal accords with national and local planning policy guidance, conforming with Core Strategy policies, saved policies of the UDP, policies of the Places for Everyone plan and relevant supplementary planning documents/guidance.

7.2 The proposed scheme will deliver a range of significant positive planning and regeneration benefits as discussed within this report, including:

- Providing 2 x 2 bedroom apartments which will be attractive to a wide range of future occupiers including young professionals, couples and key workers.
- A scheme of high quality design which responds to the existing context, and will not be associated with any adverse amenity impacts for neighbouring residents, whilst providing a high level of amenity for future residents of the scheme.
- A scheme which will minimise opportunities to commit crime and reduce the fear of crime by providing passive surveillance to surrounding streets and increasing footfall in the vicinity of the site. The development will also incorporate appropriate security fixtures and fittings to minimise the likelihood of crime, including lighting to the rear yard area to improve safety.
- The provision of a development with high sustainability credentials that will deliver a range of economic, social and environmental benefits.
- The development of brownfield land which will help reduce the pressure to build on green space and Green Belt land. The site is in close proximity to numerous bus services, enabling future residents to travel sustainably thereby minimising use of the car.

7.3 On this basis Paul Butler Associates are pleased to provide this Planning Statement in support of the planning application and look forward to working with Manchester City Council in progressing the application through to determination.